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N. LAZARUS
OPHTHALMIC OPTICIAN,
26, Queen's Road Central, Hongkong.

The China Mail.

ESTABLISHED 1840

April 30, 1920, Temperature 71.

Rainfall 0.00 inch.

Humidity 95.

April 30, 1920, Temperature 54.

No. 17,938.

五拜禮

號十三月四年十二月九千一英

HONGKONG, FRIDAY, APRIL 30, 1920.

日二十九三月庚午歲年九國民中

PRICE \$3.00 Per Month

BUSINESS NOTICES

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SOLE AGENTS FOR "KELVIN MOTORS".
Motors from 12 B.H.P. to 100 B.H.P. now in stock also spare parts.
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Agents in South China for:-
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EYES TESTED FREE OF CHARGE.

DONNELLY & WHYTE.
WINE MERCHANTS.
TEL. No. 624.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

DOLLAR MUST DROP.

CHEAPER SILVER LIKELY TO BE
CHEAPER.

LONDON, April 28.
The exceptional fall in the price of silver, by 48 cents cash, is due to the cessation of the demand from the India bazaars and to China becoming a seller. Lower prices are regarded as probable in view of the practical cessation of the demand for silver for European coinage, owing to the reduction of the silver contents of token coinage in several countries and the increased use of paper money, also in view of the stimulation of the output owing to recent high prices, and the marked abundance of melted coin from the continent.

A GERMAN TRICK.

BERLIN, April 28.
The entente control commission discovered at Stettin 286 guns and sixteen barges fully laden with infantry and artillery ammunition. On the entente's demand the barges were seized by the police. The *Freiheit* reports that the affair was discussed at a meeting of the cabinet whereas General Seeckt declared that the secret transport of the guns which were destined for Königsberg was undertaken with the full knowledge and approval of the ministry of defence. The *Freiheit* points out that the peace treaty allows Germany only 288 guns. It adds that the incident is bound to cause the deepest distrust on the part of the Entente.

PRINCE STRIKES A STRIKE.

ROTORUA, N.Z., April 28.
Communication throughout the entire north island of New Zealand is suspended by a railway strike. The Prince of Wales probably returns to Auckland to resume his journey to Wellington by sea. The strike has been long in preparation and was in nowise directed at the Prince. Offers of motorcars are pouring in from people determined and eagerly anticipating that his tour shall not be hampered. A few local trains are beginning to resume running with volunteer engine crews.

The strikers' union offered to carry the whole royal party back to Auckland. Three hundred bluejackets are returning, but the royal party will remain here pending negotiations between the Government and strikers, as the Prince is anxious to carry out his original programme. The weather has been tempestuous but is improving, and reducing the risk of an epidemic among the assemblage of Maoris and others marooned at Rotorua. The celebrations are on an unprecedented scale, and are never likely to be equalled again owing to the gradual dying out of the traditions of Maori ceremonies.

TETRATEMA AT EVENS.

LONDON, April 28.
The place betting on the Two Thousand Guineas was: evens Tetratema, the others proportionate.

IRISH REBELLION.

LONDON, April 28.
Several hundred men participated in the capture of the police barracks at Ballinlanders, county Limerick. The attackers turned out the occupants of the surrounding houses and poured in rifle fire and bombs therefrom. The garrison of six defended the place until the building was saturated with petrol and set afire. Then they surrendered. Two of the police were wounded.

BORROWING PETER TO PAY PAUL.

LONDON, April 28.
In the House of Commons, Mr. Chamberlain announced that in order further to provide for reduction of the floating debt, a new issue of government five to fifteen year five per cent. bonds will be issued at par from May 3. Additional interest up to two per cent. might be payable during the five year period according to the discount rate on treasury bills. This was intended to protect bondholders against capital depreciation when rates for short money are high, and to safeguard the taxpayer from the payment of high interest over a long period and prevent further capital depreciation of government securities.

CHURCHILL OFFERS WRITTEN ANSWERS.

LONDON, April 28.
In the House of Commons Mr. Churchill returned written replies to questions. In one he stated that at present there are 34,362 effective troops in Ireland, besides forty tanks.

The British military mission at Berlin had reported that there were only 222 prisoners in Germany still unaccounted for at the time the mission's enquiry closed. There was no similar body searching for records of the death of British prisoners in Turkey. The list of prisoners unaccounted for had been presented to the Turkish government. Statements referring to a few men had been received. These were of small value and it was feared that the Turkish records were so imperfect that there would be practically no chance of obtaining further information.

A GOLFING PROBLEM.

A golfing problem of extreme interest has just presented itself to local golfers. A few days ago while playing the 10th hole at Hungtiao, a gentleman approached with a great, high shot, which descending almost vertically seemed to have landed dead close to the pin. Reaching the green he proceeded to search for his ball, and not finding it lying open, went so far as to see whether he had not actually holed out. But no. Then, and only then, was the missing ball found. In place of a flag to mark the holes, the Hungtiao course uses a fair-sized wicker-work affair like a basket at the top of the pin, and it was found that the ball in descending had struck this and forced its way inside. Pro-

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)
FIGHTING TRUSTS IN UNITED STATES.

Washington, April 27th.
The Government has won the suit under the Anti-Trust Law, against the Reading Railroad Company, which was shown to be connected with a number of coal companies. The Court ordered the dissolution of the company.

HAYAS REVIEW.

PARIS, April 27th.
A Hayas message says:

Interviewed by French newspaper correspondents at San Remo, Mr. Lloyd George said that the San Remo was the most successful conference they had. He hoped in future, instead of firing at each other at long range over difficulties, the French and the British might meet to discuss in friendly spirit. He denied that he ever encouraged military coercion to enforce the Treaty. This is the beginning of a conjunction of good relations between France and Great Britain.

According to the *Early Mail*, the Supreme Council has decided that the French troops shall continue to occupy Frankfort, not only until the German State Militia troops have evacuated the Ruhr neutral zone, but until Germany has completed the disarmament clauses of the Treaty and handed over the 12,000 guns which she now holds in excess of the peace terms.

BRITISH LIGHT-CRUISER FOR CHINA.

LONDON, April 27th.
The light-cruiser *Curlew* was commissioned this morning by Captain W. M. James for service on the China Station.

OPEN DOOR IN KOREA.

LONDON, April 27th.
In the House of Commons, replying to Mr. Hirst, Mr. Harmsworth stated that the Government did not propose to take any steps to maintain the continuance of the policy of the open door in Korea after August when the freedom of British subjects to trade through certain open ports at Korea at a fixed tariff would expire, owing to the Japanese Government's action in 1910 abrogating all the Korean foreign treaties. He pointed out that the British Government, at the time of the annexation of Korea, accepted the right of Japan to adjust the customs tariff in Korea after ten years from August 28th, 1910.

DR. NANSEN COMING TO SIBERIA.

CHRISTIANIA, April 27th.
Dr. Nansen has decided to undertake the direction of the repatriation of prisoners in Siberia in accordance with the request of the Council of the League of Nations.

FAR EASTERN CABLE NEWS.

[BY COURTESY "HONGKONG DAILY PRESS"]

ADMIRAL DUFF IN AUDIENCE.

PEKING, April 28.
Admiral Duff was granted an audience of the President this afternoon.

EXPOSITION AT PEKING.

Hsu Shih-chang will be honorary Director-General of the Exposition which it is proposed to hold in March, 1922, in the Temple of Heaven enclosure; and Tuan Chi-jui, honorary Deputy Director-General. Invitations to participate are being issued to all Governments. Three million dollars will be appropriated for the Exposition.

PEACE PROSPECTS BRIGHTER.

Internal peace prospects are considered brighter by reason of three factors. Firstly, the dissension amongst the members of the new Parliament, the Kuomintang and Chihli members opposing the Anfu Club; secondly, the willingness of Admiral Liu Pao-ji to return to the allegiance of the Peking Government; and, thirdly, Luk-Wing-tung and Tang Chi-yao are making overtures to the Government for the resumption of the Peace Conference at Shanghai.

THE SINO-JAPANESE MILITARY PACT.

The Chinese troops withdrawn from Siberia are being concentrated at Suiyuan, at the eastern extremity of the Chinese Eastern Railway, which is tantamount to an abrogation of the Sino-Japanese Military Pact.

The Chinese stated that they have no intention of formally denouncing the pact, but point out that its spirit no longer exists.

TO COUNTERACT BOLSHEVISM.

The Government plans the formation of a commission, of which Mr. Liang Shih-ying may be the Chairman, for the purpose of considering the betterment of the condition of the common people with a view to offset Disraeli's propaganda.

BUSINESS NOTICES

SUMMER UNDERWEAR

ROXFORD UNION SUITS

SPECIAL OFFER FOR

ONE WEEK

30 DOZEN

UNION SUITS

MADE FROM A VERY FINE WHITE
NAINSOOK. CUT FULL AND FREE
EVERYWHERE, SO AS TO ENSURE
PERFECT COMFORT TO THE
WEARER. THE IDEAL GARMENT
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ALL SIZES

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SPECIALIST IN MEN'S WEAR.

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French Firm, Established 1860.

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OF SUMMER FROCKS

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less 30 per cent.

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ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

HEALTH against SICKNESS.

By taking our "ROOSTER BRAND" MACARONI, PASTA STARS, EGG NOODLES, VERMICELLI, or other kinds of Soups, Soups, REGULARLY you will have no complaint of any kind of sickness, as all these Products being manufactured from Flour of the Best Quality and under the most Scientific Method can be easily digested and give you GOOD HEALTH & STRENGTH. Large quantities have been exported to various parts of the World. Your esteemed Orders will receive our prompt and careful attention. Terms moderate, especially for Agencies.

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THE HONGKONG HOTEL,

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All ELECTRIC TRAMS, Easy Entrance, Electric Lifts, Fans And Lighting
Electric Baths and Sanitary Fittings, Hot and Cold Water System
throughout. Best of Food and Service.
Telephone 373. Telegraphic Address: "VICTORIA".
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PALACE HOTEL

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(Two minutes from Star Ferry).
Recently renovated and refurbished, electric light and fans throughout
and entirely under new management. Cuisine under the personal supervision
of the Proprietor. Bar and Billiard Rooms. Terms moderate. Special terms to
clients on application to:
Telephone K. 3. Telegraphic Add.: "PALACE".
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ICE HOUSE STREET.

Under American Management. Nice and quiet yet only a few minutes walk from the Banks and Central District. 42 Bedrooms. Excellent Cuisine, exceptionally clean. Moderate Terms. Monthly and Family Rates on application to the Proprietress. Launches meet Passenger Boats.
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TERMS VERY MODERATE
Consumption free.

FRENCH LESSONS

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INTIMATIONS

HOW TO AVOID INFANTILE ALIMENTS

When there are diseases prevalent in the season, it is the most dangerous to infants and so Great Care must be taken in feeding them with proper food otherwise they would give their mothers a lot of trouble. To their trouble is to feed them with LACTOGEN, which results in human milk. Lactogen easily digests and promotes health and appetite. It keeps the infants thriving and free from all infantile ailments.



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Sales Agents for Hongkong and South China.
No. 17 & 18, Connaught Road Central, Hongkong.
Telephone Nos. 1229 & 1230.

WE HAVE
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A New Supply of
WAR and ARMISTICE
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Many varieties and values of
NEW EUROPE
also
CATALOGUES and ALBUMS
for sale.

GRACA & CO.,
No. 10, Wyndham Street,
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JAPANESE MAKERS.
Every kind of Footwear
MADE
TO
ORDER

CHERRY & CO.,
EDDIE STREET,
Opposite Hongkong Hotel.
Telephone No. 491.
Hongkong, March 20, 1914.

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MILK FOOD REMEDY, CHERRY NO. 1 FOR BABIES &
CHILDREN, CHERRY NO. 2 FOR TURMERIC WEAKNESS
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on **SATURDAY**,

May 1, 1920, at 11 o'clock,
in their Sales Rooms, No. 8, Des Vœux Road, Corner of

Ice House Street—

One 5-6 H.P. Twin-cylinder INDIAN Motor-cycle and Sidecar, in running order, complete with Lamp, Tools, Sidecar Apron, Pillar Cushion, Pump, Spare Plugs, etc.

Very smart outfit.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, April 26, 1920.

(For Account of the Concerned),

ON

TUESDAY,

May 4, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vœux Road, Corner of

Ice House Street,

A small Consignment of

WHITE GOODS, &c., &c.,

Comprising:—

Pillow Cases, White Satin Quilts, Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Battenberg and Drawnwork Bedspreads, Table Covers, Crochet and Drawnwork Dollies, Table Cloths, Linen Damask Serviettes, Also

A few lots of Bellow Valises, Kit Bags, Suit Cases, and Attache Cases, And

Two Pairs Prismatic Binoculars, (All new goods and in small lots) Frame—Cash.

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Hongkong, April 26, 1920.

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ON

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TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND BRASS-MOUNTED BEDSTEADS, TEAKWOOD TWIN BEDSTEADS, CARPETS, &c., &c.,

comprising:—

Chesterfield Sofas, Arm-chairs (n.r.), Folding Card and Occasional Tables, One Upholstered Suite Bedroom Furniture, comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, and Chairs, Washstands, &c., (named Teakwood), Sideboards, Dinner Wagons, Extension Dining Tables and Chairs, &c., Dinner Services, Crockery, and Glass Ware, Cooking Utensils, Cutlery, &c., Bath Room Utensils, Electro-Plated Ware, Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Blackwood Fire Screens, Side Tables, Chairs, Cabinets, Pictures, Carpets new and second-hand, Also

Four Pianos, One Enamelled Bath, Camera, &c., &c., (Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, April 26, 1920.

STEAM LAUNCH FOR SALE.

OUTLINE SPECIFICATION.

Length over all..... 55 feet

Breadth extreme..... 11' 1 inch

Depth of Hold..... 5' 6"

Gross Tonnage..... 23.01

Net Tonnage..... 10.27

Cylinders..... 3" & 13"

Stroke..... 9"

Boiler of Steel Round Horizontal Multitubular.....

Diameter of Boiler..... 4' 6"

Length of Boiler..... 5' 2"

Working Pressure..... 125 lbs.

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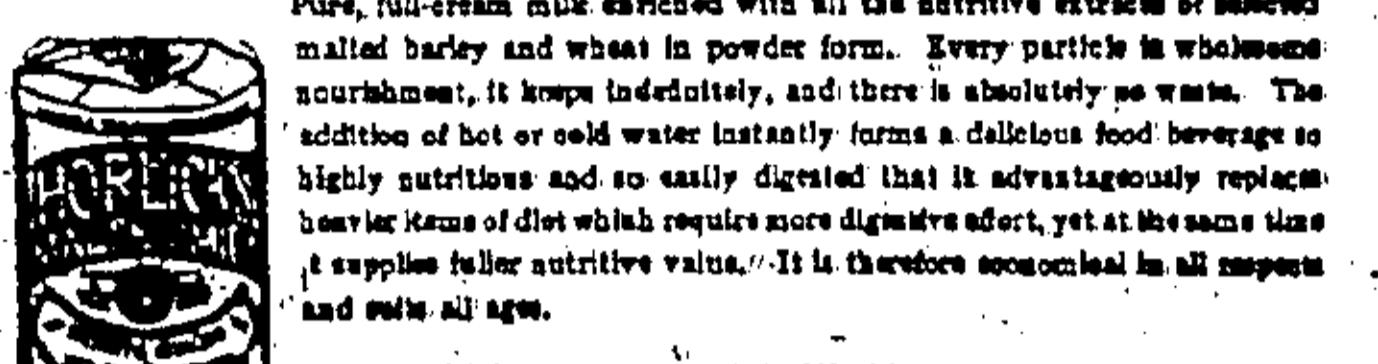
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OF ALL CHEMISTS AND STORES:
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Your Car Is Judged by Its Finish

If the finish is kept in good condition your friends think you have a dandy car—but if it is allowed to get dull and grimy—it gives a poor impression—no matter how good the car may be mechanically.

JOHNSON'S LIQUID PREPARED WAX

Johnson's Prepared Wax is now being made in Liquid Form—it polishes instantly with but very little rubbing. You can go over a good sized car in half-an-hour. If the finish is stained, greasy or grimy, clean it first with Johnson's Cleaner—then polish with Johnson's Prepared Wax Liquid.

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Johnson's Liquid Prepared Wax imparts a hard, dry, glasslike polish which does not collect or hold the dust. It preserves the varnish and protects it from the weather, adding years to its life and beauty. It covers up marrs and scratches—prevents checking and cracking—sheds water—and prolongs the life of a "wash".

Splendid for Furniture

Johnson's Liquid Prepared Wax cleans and polishes with one operation. It will quickly and permanently remove that bluish, cloudy appearance from your Piano, Victrola, and Mahogany Furniture. Just like the polish and protectant.

you need for your floors and furniture.

The above mentioned vessel having arrived from the above mentioned Ports, with cargo ex S.S. "COLOMBIA" Voyage 14 Out; Consignees of cargo are hereby informed that their cargo will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk and expense.

Consignees are hereby notified that the cargo transferred from the S.S. "COLOMBIA" to the S.S. "WEST INSKIP" at Yokohama will be subject to General Average and before delivery of such cargo can be given they must sign General Average Board, furnish completed valuation statement and pay a General Average contribution of 1/2% of the invoiced value of the goods.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns, where cargo ex S.S. "COLOMBIA" will be examined by Messrs. Goddard and Douglas on April 29th at 10 a.m., and cargo ex S.S. "WEST INSKIP" will be examined by the Company's representatives on April 30th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized. No claim will be admitted after the goods have left the godown's and all goods remaining undelivered after MAY 3rd will be subject to route.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO., Hotel Mansions, J. ORAM SHEPPARD, Acting Agent, No. 11, Queen's Road Central, Tel. 254.

THE UNITED ASBESTOS
CENTRAL AGENCEY LTD.

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INTIMATIONS.

HONGKONG DOG, CAT, POULTRY & PIGEON SHOW, 1920.

A SHOW in connection with the kind permission of the Stewards, Hongkong Jockey Club, within their enclosure.

HAPPY VALLEY

ON MAY 1st.

No Bird or Dog will be allowed to be brought in or taken away without reference to the Special Stewards.

B. L. FROST,
Hon. Secretary & Treasurer.

Eastern Extension Tel. Co.

THE ROYAL HONGKONG YACHT CLUB

NOTICE

BATHING SEASON.

THE GENERAL COMMITTEE has decided to again throw the Club House open from 1st May, to certain approved persons who are not Members of the Club.

Applications for Bathing Membership should be sent to either of the undersigned.

By Order,

E. W. CARPENTER,
P.W.D.

D. K. BLAIR,
Lowe, Bingham & Matthews.
Hongkong, April 15, 1920.

IN THE SUPREME COURT OF HONGKONG.

In the matter of the Estate of John Howell May late of Victoria Hongkong Gentleman, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of The Probates Ordinance 1897 (No. 2 of 1897), made an order limiting the time for sending in claims to or against the above estate to the 31st day of May, 1920.

Creditors and claimants are hereby required to send their claims to the undersigned by the above date.

Dated this 28th day of April, 1920.

D'ALMADA & MASON,
Solicitors for the Executors.

A COMPLETE AERATED-WATER PLANT FOR SALE.

The Machines are made by Messrs. Braby & Hinckley, Ltd., Manchester, and guaranteed in perfect working order. This complete plant will turn out 2,400 dozen Aerated water per day.

KWONG BANG HONG LTD.,
F. O. Box 370. Hongkong.

NOTICES TO CONSIGNEES

PACIFIC MAIL S.S. COMPANY.

NOTICE TO CONSIGNEES.

S.S. "WEST INSKIP"

From SAN FRANCISCO via JAPAN PORTS, SHANGHAI and MANILA.

The above mentioned vessel having arrived from the above ports on the 29th April, 1920, Consignees of cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the Wharf delivery may be obtained.

Goods not cleared by the 8th May, 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on the 8th May, 1920, at 10 a.m.

Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

Messrs. THORESEN & CO., Agents.

Hongkong, April 26, 1920.

NOTICE TO CONSIGNEES.

THE Steamer

"AFRICA."

FROM TRIESTE, COLOMBO,
PENANG and SINGAPORE.

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and K

ROBERT PORTER & CO.'S BULL DOG BRAND GUINNESS' STOUT

PINTS per case of 8 dozen \$26.50
per dozen \$3.35
SPLITES per case of 12 dozen \$28.00
per dozen \$2.35

SOLE AGENTS:
A. S. WATSON & CO., LTD.,
WINE AND SPIRIT MERCHANTS.
HONGKONG.
TEL. 616.

Wm. Powell Ltd.
TELEPHONE 346

NOW SHOWING
SUNSHADES
in the latest Colourings
Plain and with Chene Borders.

INSPECTION INVITED.

ACKNOWLEDGMENT.

J. V. dos Remedios and family gratefully acknowledge with thanks the kind expression of sympathy shown them during their recent bereavement, also for flowers.

DEATH.

CARVALHO.—At Macau, on April 25, Robert A. de Carvalho. Deeply regretted. London, Lisbon, American, and Shanghai papers please copy.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"
HONGKONG, FRIDAY, APRIL 30, 1920.

CONSTITUTIONAL REFORM.

Unusually interesting was the Benter message telling us of Speaker Lowther's scheme for constitutional reform at Home. J. W. Lowther is one of the best type of Conservative, who was elected for the Penrith or Mid Cumberland division as a Conservative, and is the last man likely to have changed his views. As Speaker, of course, he has not been a party man, and all partisans of all parties vouch for his scrupulous fairness. He is a stickler for law and order, a careful, very deliberate orator, who weighs his words, and never seems carried away by emotion. We are trying to emphasise the fact that any faint of Bolshevism or Socialism or Radicalism could not possibly be found in this typical Cumbrian square, this old-fashioned English gentleman, devoted to King and constitution, doing his duty simply, unaffectedly, efficiently, in the way opened up for him. That such a man should see the necessity for a real constitutional change at this time is a remarkably significant fact, deserving every possible emphasis, including, even the epizygus, because we know, and you know, that such proposals emanating otherwise would be received offhand with violent and prejudiced repudiation. A certain sort of Conservative is so very conservative that he deems it his duty to conserve even rotting carion. He swears at the political undertaker, and barricades himself to prevent the funeral of his unwhole-some dead. The thing he dreads more than anything else in the narrow universe of his intellectual perceptions is what he always calls

adopting the spirit of the parrot's verbal distinction, evolution or revolution. It is certain to be deplored by the aforesaid Tory type as "revolutionary," and ergo bad. For them, King and Constitution go together, as unalterable as the laws of the Medes and Persians, though dynasties disappear, and the constitution (which does not even exist as a concrete or discrete expressed entity) grows and evolves and changes its appearance like a plant. Like electricity, it is amorphous and yet very real and affecting. Like a lettuce, it has grown a "heart" and is now "running to seed," all stalk and bitterness. Were it not so, a man like the Speaker would not consent to have it touched or tampered with. Without attaining to lively hope of or real faith in any ultimately perfect system, all thinking men have at last arrived, their later steps hastened by the great war and its sequel, at the conviction that some vital change is necessary. The weaknesses of Parliamentary government and the party system have been too glaringly exhibited to be much longer tolerated. Some new type of political institution, that will possess greater power and flexibility, and harmonize more with democratic aspirations, is being groped for by the intellectuals. The Russians think they have found it in Bolshevism. The Americans think they have found it in Republicanism. The Irish (sentimental reactionaries) dream of finding it in Nationalism. The Germans (imaginative and literally-minded cynics) were sure they had found it in Militarism. There ought to be some sort of spiritual mosquito-net to protect us from the swarm of "isms" that are biting so many of us, and infecting us with political malaria. The only ones who are immune are the pachydermous grafters, the Winston Churchills and Asquiths and Isaacs and Geddes and Lloyd Georges, who cling to the rewards of office as the Kaiser to his "property," by "divine right." The Mother of Parliaments has become the Grandmother of Talking Shops, and a vicious old dog has at that, with only two teeth, "but thank God they meet." "Dearie," she mutters, a leer in her evil old eye, "gin in her breath, pilgrimage concealed beneath her apron, and 'one leg in the grave,'" as the saying is. Lately we were told, thanks to the newspaper itch for sensational features happily no longer provided by bloody war, a great deal about the human rejuvenescence that was said to come by grafting some gland or other from monkey to man. We are inclined at the moment, pending further information by Heuter, to suggest that Dr. Lowther proposes to rejuvenate the old haridan with some similar adventure. If so, what other can we say than that no man putteh a piece of new cloth unto an old garment without that which is put in to fill it up taking from the garment, and the rest, as by a Hongkong "and-lord," being made worse? If new wine be put into old bottles, the bottles break and the wine runneth out and the bottles perish. When new wine is put into new bottles, both are preserved. So saith holy writ, though whether that be a trusty guide through the intricacies of twentieth century politics it is not for us to say. The glass bottle industry must have made a difference, and doubtless wine is not what it was. Beer isn't. For the matter of that, politics are not. The only immutable factor in the problem is man, who is still the rogue he was, the fool he was, the self-seeking, well-meaning, corrupt, stupid, passionate, pre-judiced, and intellectually lazy animal that he used to be and perhaps ever will be. His craving for "leaders" seems to indicate that such pessimism is warranted. He often tells you, with the air of one who has deeply pondered it, and arrived by correct logical processes at an incontrovertible conclusion, that there "must be leaders"—that "someone must lead." What an unconscious slur on education, on the progress of social justice, that is. Will Asquith now lead Labour? Not unless Labour is more besottedly stupid than we believe it to be. Will Lloyd George lead? Not if the mob recover from its present state of shell-shock. Will Winston Churchill lead? Not until the British nation goes entirely blind and deaf and dumb and crazy. Will Bottomley? Not so long as there is an honest man left with the slightest interest in politics. We haven't given any thought to this quite incidental problem, but there seems to be prima facie ground for the suspicion that what we are at present suffering from is the epidemic of leadership, party leaders, labour leaders, and, of course, newspaper leaders. If (which heaven graciously forbids in the case of the present writer) we are to take politics seriously, we should take them like medicine if a bottle, to be well shaken before taken. For indeed it is a black and bitter draught, and the worst of it is that it is most infernally expensive, and yet never seems to do the patient any real good.

As the thunder of our eloquence dwindles through the peroration to its artistic "dying fall," we scan the faces in the audience and observe those signs of animation in one pale pink bladder of a face that portends the more or less intelligent heckler. Yes, it is even as we thought. His fish-like mouth opens, and athwart our reverberations comes that squeak that has so often before plunged us into violent rage. He asks:

"But what do you propose?"

Go to blazes.

LOCAL AND GENERAL.

To-day's dollar is worth 4s. 8d.

The Dog, Cat, Poultry and Pigeon show takes place to-morrow at Happy Valley.

Nominations for the seat on the Legislative Council during the Hon. H. E. Pollock's absence close to-morrow.

The usual tea and dinner dances are to take place at Repulse Bay Hotel to-morrow, with an orchestral concert on Sunday.

The Hongkong Electric Company is reducing the price of its current for lighting and fans to 18 cents a unit from to-morrow.

The half yearly meeting of the Hongkong Jockey Club is called for to-morrow at noon at the offices, Hongkong Club annexe.

The China Mail is informed by the Colonial Secretariat that the quarantining restrictions imposed against Manila have been declared withdrawn.

The Shanghai Branch of the Royal Society of St. George gave an At Home at the Astor House Hotel on St. George's Day, nearly 400 guests attending.

The engagement is announced of Miss Anne M. Ewing of the American School, Peking, to Mr. Chan N. York, secretary of the Army Young Men's Christian Association, Tientsin, says the N.C. Star.

A farewell concert to the Rt. Rev. Bishop of Victoria and Mrs. Lander is being given at the Chinese Y.M.C.A. to-morrow at 2.30 p.m., by the Hongkong congregations of the Chung Wah Shing Kung Wu.

It is reported in the Peking press that Dr. Sun Yat-sen has sent his representatives to Peking again. Dr. Sun is working to bring about the downfall of Tsen Chun-hsun of the South, according to the same report.

The U.S. Army transport "President Grant" which has been stopping in Kobe since April 9 was to have left Kobe for Vladivostok on April 17. From Vladivostok she will carry 5,500 Czech troops to Trieste. While in Kobe the "President Grant" took about 2,000 tons of coal and 1,100 tons of goods necessary for the repatriation of the troops.

Chan Wing, the notorious bad character who has never fewer than 21 previous convictions recorded against him, and who was last week remanded on a charge of breaking into a house in Wan Chai, and bailing two Chinese constables to prevent his arrest, was again before Mr. R. O. Hutchison this morning. His Worship committed the defendant to the forthcoming Criminal Sessions.

Five thousand catties of American cotton seeds were sent by the Ministry of Agriculture to the third cotton experiment station, Wuchang, for distribution among Chinese farmers of Hupeh. The cotton experiment station is sending the American cotton seeds to applicants at 1-2 catties each with an accompanying pamphlet dealing with methods of planting, without charge, but insists on having reports on conditions of growth from farmers from time to time.

At the Magistracy this morning, a Chinese was charged with the embezzlement of \$1,000, the property of his employers. The defendant pleaded "not guilty," and said he was given a bundle of papers, the contents of which he did not know, by his employers, in Swatow, to deliver in Hongkong. The parcel was lost during the voyage down. He did not steal the money. Inspector Watt, prosecuting, asked for a remand in order to get witnesses down from Swatow, and Mr. N. L. Smith remanded the case until next week.

The city of Yokohama has borrowed from the central government at Tokyo the sum of ¥450,000 bearing interest at 4.8 per cent. The money will be devoted to the erection of 300 houses in the municipality to relieve the present congested condition of the city. The housing problem in Yokohama has become very serious and it is practically impossible to obtain quarters in the city. When they are obtainable the prices asked are exorbitant and it is to relieve this condition that the city authorities appealed to the central government for funds with which to erect dwellings that will in a measure meet the demands of the present time. The payment of the loan will extend over a period of 15 years, from 1922 to 1937.

DR. WU AND THE MONEY.

ACTION OPENED IN HONGKONG.

Before the Acting Chief Justice, Mr. Justice Gompertz, sitting in Chambers at the Supreme Court this morning, the action was opened in which Dr. Wu Ting Fang, Minister of Finance for the Canton Military Government, applied for an order from the Court against the interim injunction granted in Hongkong last week, to prevent the removal by Dr. Wu of any moneys deposited in his name in the Hongkong Banks.

The Hon. Mr. H. E. Pollock, K.C., with Mr. C. G. Alabaster and Mr. F. C. Jenkins, appeared for Dr. Wu Ting Fang, and the Hon. Mr. E. H. Sharp, K.C., with Mr. Eldon Potter, for the Canton Military Government.

DENNISTON PLAYERS.

FRIENDLY ENEMIES.

A war-time play, with a serious motive, a knotty problem, and intense human interest. Two German Americans. One remains German, the other is a good American. Pro-German has a son born in America, who feels American, and desires to go fight for America. His father, not at all unreasonably, points out that he may be called upon to kill blood relatives, and does not want him to go. War passions are illustrated. Play does not show how pro-American German-Americans were persecuted in America, on the general suspicion, that they were.

Last night's audience, a large one, was very appreciative of the good acting. It laughed heartily at the comedy; it was in sympathy with the more dramatic passages. When an audience gets in this mood it enjoys the play thoroughly and those on the stage are encouraged to do their best.

Most of the humour of the play was provided by Mr. W. D. Howard and Mr. Vaughan-Moore as Karl Pfeiffer and Henry Block respectively. Both carried off their different parts well. Miss Shirley Huxley is to be complimented on the way she handled the character of June Block and Miss Valentine Sidney deserves equal praise for her success as Marie Pfeiffer. Mr. Wm. Augustin capably filled the role of William Pfeiffer, the German born German, who takes up arms against his father's wishes and sympathies.

The production was one with which the company may well be pleased. It gives them more scope than fluff. Tonight another drama "The Acquittal" is being presented.

THE TENNIS TOURNAMENT.

An interesting match in the H.K.C.C. tennis tournament was decided last evening. R. Townsend beat O. Rumjahn in the semi-final of the Open Championship Singles competition. It was expected that it would be a hard contest and anticipations in this respect were justified, as no less than four sets were played.

The match opened in promising fashion for Townsend, who took the first four games without reply, doing well at the net, although Rumjahn occasionally passed him with good drives. The first set went to Townsend by 6-2. The initial stages of the next set brought some good play. Townsend captured the first game Rumjahn then coming along strongly and making the score 3-1 in his favour, eventually winning by 6-3. The third set was carried 9-7 in Townsend's favour, one game only being decided after deuce had been called six times. Set four was to be the deciding factor and was keenly contested. Townsend always keeping the upper hand. With the score standing at 5-3 Townsend lost a game when he only had one point to win, giving a reading of 5-4. The final game was a keen one, going to Townsend.

The scores were Townsend beat Rumjahn, 6-2, 3-6, 9-7, 6-4. According to last reports, the Osaka Shosha Kaihatsu had 126 steamers, aggregating 308,468 gross tons, afloat, and 11 steamers, aggregating 80,200 gross tons, under construction. In January of this year, the Nippon Yusen Kaisha had 96 vessels, aggregating 438,550 gross tons, in commission, with total accommodations for 2,267 firs class, 1,282 second class, 443 intermediate, and 11,333 third class passengers. The Company had six vessels under construction, amounting to 46,400 gross tons, giving a grand total for the fleet of 103 vessels of total gross weight of 500,000 tons.

HOUGH OR LOWE?

BY-ELECTION FOR M.L.C.

The Hongkong Justices of the Peace, who have little to do with justice, and less with the peace, are asked to decide which of two gentlemen shall have the honour of the honorific "honourable" added to his name during the temporary absence of the Hon. Mr. Pollock.

Their choice lies between Mr. T. E. Hough and Mr. A. R. Lowe.

Mr. Arthur Rylands Lowe is a Manchester man, which means to the knowing Englishman a man of brains.

He has been over 20 years here. He is a member of the Committee of the Constitutional Reform Association.

Mr. Thomas Frederick Houghenough said. Hough is Hongkong and Hongkong is Hough, and never the twain can be parted. The issue seems plain enough and simple enough to settle without calling for argument.

This is how the China Mail sees the position. Had the other candidate been any other man than Hough, we would have declared for Lowe. But the other candidate is Hough, and that enough. He is a much older man than Mr. Lowe. Mr. Lowe can afford to wait another opportunity. The job is only for five months anyway, and in view of his long association with the colony, of his inevitably imminent retirement, and of the fewness of opportunities for rewarding such peculiar claims as he has to be honoured by Hongkong, we hope that Mr. Hough may be chosen.

There are no political principles concerned. Our two local budding Tammany, the C.R.A., and the K.R.A., are not involved, or if they are they are so mixed up with both candidates that it is impossible to allocate either to either. The J.P.'s may indulge a very proper piece of sentiment with a clear conscience. We don't believe Mr. Lowe would mind if on the stage are encouraged to do their best.

Most of the humour of the play was provided by Mr. W. D. Howard and Mr. Vaughan-Moore as Karl Pfeiffer and Henry Block respectively. Both carried off their different parts well. Miss Shirley Huxley is to be complimented on the way she handled the character of June Block and Miss Valentine Sidney deserves equal praise for her success as Marie Pfeiffer. Mr. Wm. Augustin capably filled the role of William Pfeiffer, the German born German, who takes up arms against his father's wishes and sympathies.

The production was one with which the company may well be pleased. It gives them more scope than fluff. Tonight another drama "The Acquittal" is being presented.

SHIPPING STATISTICS.

The total tonnage of the Messengers Maritimes now afloat is 369,482 displacement tons, being the weights of the 40 steamers now operated by that company.

The Peninsular & Oriental Steam Navigation Co. controls 2,393,155 gross tons of shipping, including associated fleets and tonnage now being built. The P. & O. fleet is 554,013 gross tons, the British India fleet 851,414 gross tons, the New Zealand Shipping Company's fleet 127,078 gross tons, and the Federal Steam Navigation Company's fleet 293,385 gross tons, and the Union S.S. Company's fleet 231,408 gross. The total number of vessels, including those in the hands of the builders, is 331.

According to last reports, the Osaka Shosha Kaihatsu had 126 steamers, aggregating 308,468 gross tons, afloat, and 11 steamers, aggregating 80,200 gross tons, under construction.

In January of this year, the Nippon Yusen Kaisha had 96 vessels, aggregating 438,550 gross tons, in commission, with total accommodations for 2,267 firs class, 1,282 second class, 443 intermediate, and 11,333 third class passengers. The Company had six vessels under construction, amounting to 46,400 gross tons, giving a grand total for the fleet of 103 vessels of total gross weight of 500,000 tons.

LAST JAIL BREAKER CAUGHT.

The last of the three jail breakers was arrested in the Colony by some Chinese detectives two days ago. This man Li Ho Sing alias Li Chung, is 25 years of age. He was serving a term of 10 years' hard labour for armed robbery. He is alleged to be the man who made the duplicate key which made possible the escape of himself and his accomplices. He is also said to be the leader of the mutiny which resulted in the deaths of Warders Speed and Harram Singh.

This morning he was brought before Mr. N. L. Smith and formally charged. On the application of Chief Detective Inspector Murison, who said he wanted several of whom had already gone away, his Worship remanded the case until Tuesday for hearing.

EINSTEIN SHOUTED DOWN.

BERLIN STUDENTS "RAG"

German students are cultivating a spirit of independence which has manifested itself publicly in noisy demonstrations, mainly of an anti-Semitic tendency. The students of Berlin University refused to allow Professor Nicolai, author of "The Biology of War," to speak on the ground that he had betrayed the German cause, and there have been frequent scenes in theatres directed against Jewish management.

Recently, Berlin students would not allow Professor Einstein to lecture on his light theory. Their principal grievance was that Professor Einstein had permitted persons who had not matriculated to enter the auditorium, where a large number of people had assembled. As the Professor began to speak the students created such tumult that he was compelled to cease. The Rector informed Professor Einstein that they were formally in the right, and that according to regulations he could not permit lectures to be given in the University to other than matriculated students. The Professor will continue his course semi-publicly, though the students will be given preferential treatment.

According to rumours the word "Jew" was hurled contemptuously at the Professor, but the Professor himself states that he heard no anti-Semitic expressions, but believes the demonstration to have had an anti-Semitic undercurrent.

The incident has created a very unpleasant impression.

ARMENIA.

The future of Armenia is one of the most interesting problems contingent on the settlement of the near Eastern question in relation to the Turkish treaty. Far a small place Armenia attracted a lot of attention, even before the war burst on us. The massacres which have taken place since and again in that country have

CREW OF "KAZEMBE" CHARGED.
TRIAL BEFORE MARINE COURT.

At the Marine Court this morning, were arraigned before the Marine Magistrate, Captain B. R. H. Taylor, R.N., nine members of the crew of the ss. "Kazembe," Captain E. E. Egerton, Master, charged with having, on the 27th of April, while the ship was at Manila, P.I., refused to turn to when ordered to do so by the boatswain.

The defendants were tried in jointer, and included: B. Buiyan (Messman), R. Johnson (Fireman), and A. Harewood, J. Howe, A. Quinby, R. Butts, J. T. Grant, L. Mildrow and P. Moody (Sailors). The men are West Indians, but were shipped in the United States; being British subjects, however, they come under the jurisdiction of the Colony in this case.

The men claimed to have been threatened at various odd times with personal violence by the boatswain, which they reported to the Captain. The matters involved were investigated by the British Consul General in Manila, but at that time, it was evidently considered to be a matter of no moment. The refusal of the men to turn to occurred just as the ship was about to leave Manila for Hongkong. The defendants based their defence upon the facts that they considered it dangerous for them to sail under the boatswain in view of his threats, and that they did not refuse to turn to, but did "refuse to turn to under the boatswain." This fine distinction was regarded as a trivial one by the Magistrate in passing judgment. He told the accused that it was not optional with them to pick and choose who should be set in authority over them.

The Master of the ship testified that on or about the 15th of April, while the ship was at sea, the boatswain complained to him that the men wouldn't do their work. He said that he called the men aft and read to them the Shipping Act, describing the punishment for disobeying orders. The men went back to work, but the next day came to the Captain and stated that they wouldn't sail under the boatswain and intimated that he should be discharged in Manila; they claiming he had sworn at them and threatened the life of one or more. The Captain pointed out the unreasonableness of their demand to the men, which would involve his company's paying the boatswain's passage back to the place of shipment, and wages, if he complied with their request, and advised them to report the matter to the British Consul upon arrival in Manila if they wished. This they did, but the Vice Consul, coming on board, after hearing all sides of the dispute decided that the master was "too childish" a one to permit him to take action. The men were informed that they must lay any charges against the boatswain before the Hongkong authorities upon arrival here.

In the meantime, the men gave notice to the Master of the "Kazembe" that they would not sail under the boatswain, and in furtherance of this action, refused to turn to when ordered, on date of sailing to Hongkong, and this is the offence for which they were tried today. In their defence, it may be said that the men did turn to promptly and work under the direction of the Chief Officer when so ordered to do by him. One of the men claimed, in making his statement, that the boatswain had "threatened to throw him over the side," and another that he had heard the boatswain say that the ship would return "with one man less on board."

Chief Officer Henry E. Nancollas, testified that six (later corrected to 5) of the men refused to turn to under the boatswain, but that all turned to and worked under him.

Magistrate: "Did they absolutely refuse to turn to?"

Chief Officer: "They refused to turn to under the boatswain. Those were their words."

The rest of the testimony of the Chief Officer was to the effect that the men went to work under his orders but persisted in demanding the elimination of the boatswain.

Boatswain Isaac Fredericks, was then called and testified that he had always been friendly with the majority of the men, and that, if any "threats" were uttered by him, it was just meant in a joking way. He stated that one of the defendants, a fireman named Johnson, was especially troublesome in going among the sailors and inciting them to disregard discipline. He said that in his opinion, the ring-leaders in all the mischief were Johnson, a fireman, and Butts and Grant, seamen, who, from the testimony given, might be said to be inclined toward Bolshevism.

A great deal of difficulty was experienced by Captain Taylor in getting the men to understand the charge laid against them, and in keeping them from asking irrelevant questions and making irrelevant statements.

After considering all the testimony, and hearing what each defendant had to say, the Magistrate pronounced judgment against all but Messrs. Johnson and Grant. To these, in ordering their discharge from the Court, the Magistrate said: "Although I am satisfied that you were implicated in the business,

PASSENGERS FROM AUSTRALIA.
EASTERN ARRIVES FROM ANTIPODES.

The s.s. "Eastern," of the Australian Branch of the Peninsular & Oriental ocean services in Far East, arrived from Sydney, via ports, on the 29th instant, with the following first class passengers on board:

For Hongkong:—Mrs. P. Christies, the Misses G. and L. Barclay, Mrs. G. H. Evans, Mr. J. S. Croll, Mr. F. S. Dean, Mr. R. S. Boyd, and Mr. M. E. F. Airey.

For Moji:—Mr. and Mrs. E. P. Hill.

For Kobe:—Mr. Tarrant, Mr. G. Fuller, Miss M. Chauncey, Miss R. Wilcox, Mr. and Mrs. Clark, Mr. and Mrs. Smith and son, and Mr. R. B. Kelley.

For Shanghai:—Mr. and Mrs. Stone.

For Yokohama:—Mr. and Mrs. Pickering, Mr. and Mrs. Kingsford, Messrs. R. L. and G. R. Elliott, Rev. J. J. Rosser, and Mr. J. Knox.

She sailed the same day for Kobe, via Moji, at 11 a.m. The "Eastern" is a 2,372-ton vessel, commanded by Captain G. L. Smith, and Messrs. Mackinnon, Mackenzie & Co. are the Hongkong agents.

HIGHER FARES FOR SEA-TRAVEL.

TALK OF INCREASE IN CARGO FREIGHTS.

"There is little doubt that in the near future," the *Evening Standard* was informed at the Chamber of Shipping on March 9, "there will be an increase in freight rates on outward cargo from the United Kingdom as well as in certain passenger rates."

"The cause? The great advance in the price of bunker coal. It is costing £7 15s. a ton in London now. If you want coal for a factory you can get it at 35s. to 40s., but for coal to carry the products of the factory, shipowners have to pay four times as much. A little while ago, bunker coal in London stood at about 11s."

"WORKING AT A LOSS."

"It is probably quite true that some large passenger lines are working at an actual loss. For every extra knot of speed their coal consumption goes up to a considerable extent."

On further inquiry, it was ascertained that in some cases passenger rates have already been increased to keep pace with the increased cost of coal, though further steps in this direction are considered inevitable.

At the Coal Controller's office, the increased price of coal was attributed to two causes—shortage and the fact that in order to build up home supplies the exports of coal from this country are being still further restricted.

"NO MAXIMUM PRICE."

"Bunker coal," it was stated, "is on the same footing as export coal."

"There is no maximum price, though there is a minimum. The cost now is simply the result of a free market in the commodity. Bunker coal is not indiscriminately allowed to any ships, but is allotted on a system by which priority is given to coastwise traffic, followed by vessels leaving in ballast for foreign destinations (probably for food cargoes) and vessels loading for coal depots."

"The only remedy for the present situation, as far as can be seen, at present is increased production at home and larger supplies from America following on the termination of the strike."

ROME-TOKYO FLIGHT.

TERRAIN REACHES FOOCHOW.

Lieutenant Ferrarin arrived at Foochow at 6.30 on April 28.

Lieutenant Ferrarin started in a mist and struck the coast at Swatow. He flew over Amoy, and then the fog became so thick that he had to fly at an altitude of only 500 feet at half-speed. He spotted Foochow just before his supply of gasoline gave out, and landed on the Goli Gourse, where he received an ovation. A reception in his honour was held at the Club.—*Canton Times*.

you were both clever enough not to be there at the time this occurrence took place. I am therefore obliged to discharge you."

In the cases of the seven defendants found guilty, they were each sentenced to serve a week at hard labour in Victoria Jail (or, until the sailing of their ship), jail charges for their upkeep to be docked against their wages.

The seven defendants were marched out of the Court-room, declaring that "they appealed." As the press reporters were leaving the building, some of the prisoners, not yet convinced of their bad luck in "drawing a short hard," were still protesting their innocence.

VERANDAH LAW.

VERY UNSATISFACTORY POSITION.

At the Magistracy this morning, Mr. E. Davidson appeared before Mr. N. L. Smith in connection with the case in which the Sun Company was last week remanded on a charge of obstructing their verandahs.

Mr. Davidson argued at the previous hearing, that the Ordinance under which the defendant firm was charged, was framed to cover only obstruction to the free access of light and air in a premises, and did not deal with the general meaning of the term.

Mr. A. E. Wright, the Building Authority, contended that it meant any sort of obstruction, for instance, free access to the fire-escape, which was the charge against the defendants. The fire-escapes were badly blocked and in case of a fire, this obstruction may prove a veritable death trap. That was one of the instances dealt with in the Ordinance.

Mr. Davidson submitted that if that were so, his clients should have been summoned under another Ordinance. Counsel said that opposite the Sun Co.'s premises, there was a restaurant, the verandahs of which were littered with tables and chairs, with just enough room between them for the waiters to get about. That too, under the meaning of the Ordinance, as interpreted by Mr. Wright, would be obstruction, so would the flower pots. There was no law, Counsel submitted, to prevent his client from erecting partitions between the verandas, even if there were fire-escapes.

Mr. Smith remarked that he agreed with Mr. Davidson, but adjourned the case to enable the Crown Solicitor to argue the point.

This morning Mr. Leo Longinotto appeared for the Crown, and addressing him, his Worship said that he had carefully read the Ordinance through since the previous hearing, and he was softening in his support of Mr. Davidson's contention.

Mr. Longinotto said that if his Worship was satisfied with the interpretation of the word "obstruction," as given by the prosecution, he would not address him.

Mr. Davidson said that the Ordinance provided that no balcony or verandah shall be closed in or obstructed.

By that, said Counsel, he took it to mean that the front parts of the verandas should not be closed in.

But it certainly did not mean the partitions between the verandas of separate houses, which were originally built as a whole, and the partitions put in afterwards. Without these partitions on the verandas, life would be intolerable.

Counsel said that at the previous hearing, he had to deal with obstruction only where it prevented free access of light and air to the premises, and his Worship was with him. Since then, the prosecution had not tried itself to proving a particular obstruction, and is now proving obstruction in general.

The a.s. "Haiyang" (Captain J. S. Thomson), 1,362 tons, arrived yesterday at 2.30 p.m. from Hongkong with 2,925 tons of cargo.

The "Haitan" (Captain Robinson), 1,700 tons, arrived yesterday at 5 p.m. from Hollow with 800 tons of general cargo.

The a.s. "Chidai" (Capt. Mithasen), 1,102 tons, arrived yesterday at 11.30 a.m. from Swatow with 1,010 tons of general cargo and 3 bags of mail.

The a.s. "Kao Samud" (Capt. Virachatra), sailed for Bangkok via Swatow, at 11 a.m. to-day with 400 tons of general cargo.

The a.s. "Nikko Maru," Capt. Kusano, sailed for Melbourne via Manilla at 11 a.m. to-day with 250 tons of general cargo.

The a.s. "Kao Samud" (Capt. Virachatra), sailed for Bangkok via Swatow, at 11 a.m. to-day with 400 tons of general cargo.

The a.s. "Gleniffer" (Capt. Roger), sailed for London & Antwerp via Singapore, at 6 a.m. to-day with 2,350 tons of general cargo.

The a.s. "Loongsang" (Capt. Simpson), sailed for Manila, at 3 p.m. to-day with 1,250 tons of general cargo.

Under the heading "Another visitor to the Island of Refuge" the *Canton Times* reports that General Li Lien-chun, the Chief of Staff of the Military Government left Canton suddenly for Hongkong.

OUTSPOKEN JOURNALISM.

TO-DAY'S ADVERTISEMENTS.

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A2578	(Smiles, Fox Trot Fullers Novelty Orchestra, Missouri, Waltz Fullers Novelty Orch.

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AMOY, SHANGHAI & PUERHO	May 5 at 4 p.m.				
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"ST. ALBANS"	4,800	2nd May	Sydney via Manila, Sandakan, Moji and Kobe.
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San Francisco via Shanghai, Japan, &c.	Ecuador	Pacific Mail S.S. Co.	On 16th June.
San Francisco via Shanghai, Japan, &c.	China	China Mail a.s. Co., Ltd.	On 18th May.
Seattle, Tacoma, Victoria & Vancouver	China	China Mail a.s. Co., Ltd.	On 19th May.
Victoria, Vancouver, Seattle & Tacoma	China	China Mail a.s. Co., Ltd.	On 20th May.
Victoria, B.C., & Seattle via Port of	China	China Mail a.s. Co., Ltd.	On 21st May.
Vancouver via Shanghai, Japan, &c.	China	China Mail a.s. Co., Ltd.	On 22nd May.
Vancouver via Shanghai, Japan, &c.	Empress of Russia	Canadian O.S. Ltd.	On 23rd May.
Vancouver via Shanghai, Japan, &c.	Empress of Japan	Canadian O.S. Ltd.	On 24th May.
Vancouver via Shanghai, Japan, &c.	Yutoroku Maru	Nippon Yusen Kaihatsu	On 25th May.
Shanghai, Kobe and Yokohama	Nikko Maru	Nippon Yusen Kaihatsu	On 26th May.
Australian Ports via Manila	Saiyo Maru	Toyo Kisen Kaihatsu	On 27th May.
Australian Ports via Japan	Lucero	Butterfield & Swire The Bank Line Ltd.	About 2nd May.
New York via Panama and Havana	Coaxet	The Admirals Line	End of May.
New York via Panama	Poltor Castle	Dowdell & Co. Ltd.	On 23rd May, at 11 a.m.
Macassar, Kobe & Yokohama	Tango Maru	Nippon Yusen Kaihatsu	On 1st May.
Moji and Kobe	Kaster	P. & O.B.I. & A.L.	On 1st May.
Wellington, Chefoo and Tientsin	Kueishow	Butterfield & Swire	On 4th May, at 4 p.m.
Autor Shantou & Fukow	Ichang	Butterfield & Swire	On 5th May.
Calcutta via Suez and Colombo	Tambo Maru	Yung Kaihatsu	On 7th May.
Singapore, Panay & Balabac-Doll	Keeling via Swatow and Amoy	Java-China-Japan Lijn	On 21st May.
Keeling via Swatow and Amoy	Keeling via Swatow and Amoy	Osaka Shosen Kaihatsu	On 2nd May.
Saigon, Bangkok & Singapore	Shien Maru	Osaka Shosen Kaihatsu	On 11th May.
Swatow, Amoy & Foochow	Haitching	Douglas Laprak & Co.	On 20th April, at 3 p.m.
London and Rotterdam	Kazanbe	The Park Line Limited	On 20th May.
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London and Antwerp	Hawana Maru	Osaka Shosen Kaihatsu	On 4th May.
London via Spore, Panoa & Cbo etc.	Tambo Maru	Nippon Yusen Kaihatsu	On 20th April, at Noon.
Mauritius, Dolgoe Bay, Durban	Panama Maru	Osaka Shosen Kaihatsu	On 28th May.
Marseilles, London & Antwerp	Note	P. & O.B.I. & A.L.	On 19th May.
Takao via Swatow and Amoy	Souhi Maru	Osaka Shosen Kaihatsu	On 6th May.

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<p



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Low slice time calls for just such snug fitting socks as these. They are thin at the ankles, but reinforced where the wear comes — tops, toes, and heels.

All the new Summer Shades — \$1.00, \$1.25, \$1.50 per pair.

MACKINTOSH

& CO., LTD.

MEN'S WEAR SPECIALISTS.

16, Des Voeux Road. Telephone 29.

THE SAILOR'S DAY.

[By H. M. TOMLINSON.]

An eight-hour day for seamen is the latest proposal of organized Labour.

Most of the demands which to-day a trade union official may make of the legal representative of an association of capitalists, in perfect confidence that business man will not faint with surprise, but will grant what is wanted if he must, still seem blasphemous to some worthy old craftsmen who remember the days when loyal and steady workmen felt their employer was a gentleman if he tipped a bit of chaff when there was another baby. They regret the loss of what is called "the human relationship"; a relationship which would convert (as the phrase goes) a white mouse into a revolutionist, if anyone were so unwise as to distract his peace of mind by reading a little of what that human relationship amounts to in our industrial history.

I am bound to admit the eight-hour day for seamen and firemen shocks even me. It makes me feel the world is now developing faster than ever the wildest of us advised it to. Nothing that the miners or other workers are getting, or will get very soon, shows more clearly where we are to-day than the idea that a seaman should be paid for working overtime: because that is what the seaman is after, of course, with his eight-hour day. Landsmen perhaps won't see it in that violent and significant contrast; but for anyone who has some acquaintance with the conditions and pay of labour at sea, the suggestion of an eight-hour day for ships causes a little dizziness.

AN UNPLEASANT TRADE.

Not many years ago, in the *Morning Leader*, I wrote a series of articles, which I fear were violent and unforgiving, in support of many things which the merchant seaman had not got, but deserved to have. His was the worst paid of our trades; his accommodation usually was mere degrading than slum areas condemned off-hand by intelligent medical officers; the rations he accepted would have raised an uproar in a British battalion in the line louder than a German bombardment; his job was so dangerous that the shipping interests in the House got him excluded from the compensation for accidents given to other workers (for it would have cost the employers so much in his case, and besides it did not matter, for Jack had no vote).

The shipowners, too, to make him unpleasant to his fellow-countrymen, and to excuse a growing habit of theirs in replacing him with Asiatics even cheaper than himself, threw beer over him, as it were, extensively. Indeed, just before the war, a once honoured profession had sunk, in the opinion of magistrates, to the level of a punishment for felonious boys. When, on top of all this, Mr. Lloyd George, as President of the Board of Trade, undid Pimlott's labours, and made legal the overloading of ships by a re-measuring order (and, as usual, never bothered to ask Parliament for permission), and compensated Jack for working a dangerous ship by giving him a little more jam and pickles, I gave up practical politics as a joke which was pointless except for those behind the scenes, and went to sea myself, in an overloaded steamer, to get practical political politics off the mind. The idea, in those days, of suggesting an eight-hour day for seamen! EIGHT-HOUR DAY NOT IMPOSSIBLE.

The war, if it has not enlarged our minds, has certainly made us complain bitterly about the length of our chains. Jack secured more pickles for working a more dangerous ship; his simple, forgiving, and skilful character enabled him to feed us during the war in spite of our past behaviour, and of mines and submarines; and incidentally piled up wealth for his owners in figures which dazzle us even to think of. And now he, too, turns into a revolutionist, and expects to be paid for working overtime!

On mentioning this to a sailor who was a mate when the clippers were running regularly from Blackwall, he looked astonished, and then became indignant. "Overtime?" he cried; "I'd give 'em overtime I did, then!" He said it was ridiculous,

SHOE LEATHER.

A FEW TRADE SECRETS.

There are two great divisions of the leather trade, and the light section comprehendeth not what the heavy doeth. If you inquire of the maker of sole stuff what is the difference between willow calf and box calf he will probably excuse his want of clarity on the subject with the explanation that "uppers" are not his line of business. So the mere layman may be excused for putting some questions about things that really do concern him a little as an animal condemned to walk-in footcases, and replies were to be had at the Fair by experts of several of the largest leather manufacturing firms in the country.

OLD WAYS BEST.

To the average citizen the most striking change about footwear in the past few years is the enormous advance in the price of it, and one finds that an item contributing to this increase is a rise of 130 to 140 per cent in the wages of the labourers engaged in the leather trade. But the alteration in the methods of production are interesting and significant. In country towns fifteen years ago it was common to see cartloads of oak bark as high as a man, being taken to the yards of the local tanners, and when it had served its purpose there it was in great request, for spreading on stone-paved roads to deaden the noise of the traffic in case of sickness. Heavy leather in those days took a year or even two to turn out; now, by the use of oak and chestnut bark extracts, and the essence of other tanning materials, the process is completed in two or three months. Light leather materials are easily done in a week, against six weeks. A manufacturer said with reference to these extracts that it was a case of "an oak plantation in barrel," but the modern product was not quite so durable as that of twenty years ago. Still, the old methods would be intolerable in this age of keen competition and the rapid turning over of capital. The splitting of hides is another usage that has greatly developed with the introduction of improved machinery, and a maker of light leathers declared that there was hardly anything they could not split nowadays.

IN THE WINDOWS.

It goes without saying that when a hide is split the great bulk of the value lies in the top layer, which has the natural surface left intact except for the removal of hair. This cut is employed for light boots of the higher prices. But it is a remarkable experience that an expert cannot tell which of two pairs of boots has this advantage and which the "second cut," when the glamour of the shop window is on them, or even when they are handled, so effective are the process by which the inferior material is given a firm surface and "printed" to represent the natural grain. By scratching the leather he might be able to tell, for the "made" surface of the second cut would be quite smooth, whereas that of the top piece would be rough, as in nature.

Clearly the customer in this case must leave much to the honour of the tradesman. A contributory difficulty is the presence of lining of some sort in all but the heaviest boots, so that the back of the leather cannot be seen.

The labourer has therefore a better chance of getting value for money than has his rich master.

"Willow calf" is the brown leather which stands at the top of the list for cost on account of its fine surface and beautiful grain, taking the highest polish with the least possible effort. But it differs only in the grain from the much more usual "box calf," and a well-known maker expressed his surprise that it should be given the preference it has established. The old "Bordeaux calf," he added, is dead, and he thought the hazard might almost be correct that if it did exist at all it was mainly that an extra price might be charged.

HOW "PATENT" LEATHER IS MADE.

"Patent" leather, known in the trade as "enamelled hide," was obtained largely from Germany before the war, and America is now our chief source of supply. In this country there are fewer than a dozen manufacturers of it, but a noteworthy effort is being made to extend the industry here. The high polish of the leather of our dress shoes due to a by-product of gun cotton, which is squirted on to the hide and allowed to dry in a warm, equable, and nonhumid atmosphere, conditions which perhaps give the pectoral a more thorough worked out.

ON ORDER OF AIRPLANE

"It is possible that it was in some way equipped for, diving, and for rising easily from the surface of the ocean, but it is difficult to see how the mechanics of its construction would allow it to do so readily, and it may have simply patrolled the air snapping up such animals as might rise to the surface or leap above it to reach, without actually coming down upon the water. Such guesses as these are the best we can give until the mechanics of the creature's flight have been more thoroughly worked out."

A CAREFUL INVESTIGATION

"of the problem in the light of modern aeronautical knowledge would yield very interesting results. And in turn, it seems altogether probable that such a research would throw some light on the more practical problems of aero-nautics. For the pectoral, in so far as we can judge, approached much nearer to the airplane in structure and principles of flight than any of the birds. As the most specialized and perfected adaptation for soaring that has been known, it may throw much light on the principles of soaring flight which are by no means fully understood or agreed on."

A MANUFACTURER WAS ASKED

"Is the test of real crocodile, the existence of the scale, detectable by the application of the finger-nail to its edge?" "Since you know that, yes," he replied; "but the imitation crocodile often stands better than the real, because of the wear that occurs between the scales on the latter."

A manufacturer was asked: "Is

the test of real crocodile, the existence of the scale, detectable by the application of the finger-nail to its edge?" "Since you know that, yes," he replied; "but the imitation crocodile often stands better than the real, because of the wear that occurs between the scales on the latter."

The dispute into which "porpoise

hide" laces have fallen is probably

due to the quantity of imitation stuff offered, but the genuine articles can

REPTILE LIKE AIRPLANE.

"BLISTERING ASSES."

AMERICAN NOVELISTS' OPINION OF OCCULTISTS.

LODGE AND DOYLE.

New York, Feb. 27.—The American Museum of Natural History of New York city has just placed on exhibition a skeleton of the great toothless flying reptile—pteranodon—an extinct creature, of the class known as pterodactyls, which flourished in the age of reptiles, many millions of years ago. The skeleton is incomplete, but the missing parts with which science is familiar through other fragments discovered have been painted in realistic colours on the background against which the specimen is mounted.

The remains were found by Handel T. Martin, curator of the Geological Museum of Kansas University, a well-known collector of fossils. It is believed to be the only mounted specimen of pteranodon in any American museum. The British Museum also has a mounted skeleton of a specimen found by Mr. Martin several years ago.

Dr. W. D. Matthew, curator of the museum's department of vertebrate paleontology, gives some interesting information concerning the pterodactyls.

"There is much doubt," he says, "as to whether the pterodactyl weighed as much as does a big modern condor. But from the standpoint of dimensions, it ranks as the largest flying creature that has ever lived. The skeleton just mounted measures sixteen feet from wingtip, and would have a stretch of nearly twenty-one feet if the wings were pulled out straight. A large condor, on the other hand, might stretch thirteen feet from tip to tip of the wings, provided they were pulled out straight."

WINGS AND HEAD PREDOMINATE.

"In addition to its unusual stretch of wing, the pterodactyl is remarkable for its curious dimensions. It is nearly all wings and head, with a little bit of a body, slender hind legs and a mere stump of a tail. The head consists chiefly of a long pointed beak and an equally long bony crest projecting backwards. This crest perhaps served as a vane to balance the pressure of the wind on the great beak when stretched forward in flying.

"The wings were long and narrow, and composed of thin, leathery membrane like the wings of bats. But they were stretched on the long extended fourth finger, only the other fingers being little rudimentary claws, by which the animal probably hung when at rest. The wings were evidently adapted to soaring flight like that of the albatross. In fact, that creature was extremely specialized along this line that it must have been singularly awkward and ungainly on the ground. Yet it must have come to land at time for egg-laying purposes. How it obtained its food is something of a problem.

"When a sleight of hand performer works his deception on the stage we say he's a clever trickster. When a fat old woman, whose life has been devoted to cheating, does the same thing in a dark room, we call it miraculous. Though I've studied this for years, I wouldn't go into a cabinet with a medium and guarantee to be clever enough to catch her. Yet Horace Carrington, after saying that he caught a medium ninety-eight times, declares that the two occasions when he couldn't catch her proved she was real.

"I'd rather dig graves and steal the gold teeth from the body of a ten-year-old girl than impose on poor grieving humanity as these humbugs do with fake messages from their dear ones."

"PATRICIA'S" VOYAGE.

A MYSTERY SHIP.

Bombay, March 22.—The mystery ship "Patricia," the subject of frequent questions in the House of Commons, arrived at Bombay yesterday after a voyage of forty-two days.

The passengers declare that it was the most uncomfortable experience of their lives. The "Patricia" is an old Hamburg-American liner which was interned in America, and this is her first voyage East.

The passengers say it should be her last.

Preparations for an Eastern voyage were totally inadequate.

There were not nearly enough electric fans and the cabin portholes refused to open, while

worst of all, the vessel was grossly over-crowded, carrying 1,500 troops and 500 first class passengers.

"Patricia" was due to arrive in

Bombay on March 1st, and for some weeks

there was no news of her.

Among the anxious enquirers was Major Carey Evans, the husband of Mrs. Carey Evans, the wife of Mr. Lloyd George's daughter, who was a passenger, and there was a touching scene at the re-union between husband and wife.

"We have been absolutely piggings it," declared some of the passengers.

"I shall certainly tell father all about it."

Mrs. Carey Evans is reported to have told a friend on board, "The

"Patricia" is one of the wildest looking passenger boats that ever came

East, and looks more like a huge

tramp than a liner.

A PARENTS' DUTY.

YOUR boy is always getting scratches, or cut, or bruised. Because

these wounds have healed all right is no

reason why you always will.

Get a bottle of Chamberlain's Pain Balm and see that

every injury is cared for immediately.

You can get nothing better, and blood poison is too dangerous a disease to risk

for sale by all Chemists and Stores kept.

DAIRY FARM NEWS.

COLD STORAGE.

Store your Winter clothes, furs, rugs, carpets &c., in our cold stores. The only safe method of keeping them during the Summer months.

For full particulars apply to the Secretary.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd

INDIAN PULPIT ORATOR.

WOMEN MOVED TO TEARS.

More than a thousand people, mostly women, were held spellbound for an hour on March 9 at St. Matthew's Church, Westminster, by a remarkable preacher from India.

He is the Sadhu Sundar Singh, and he is described as an Indian Christian ascetic. By an ascetic is understood in India a holy man who has renounced the world to devote his whole life to religion. He has no money, no belongings, and takes none, accepting only food.

At the age of sixteen the Sadhu Sundar Singh, who is now 30, was converted to the Christian religion according to his sermon by a vision from the Lord.

In the pulpit he wore the robes of a Hindu Sayansi or ascetic, an orange-coloured shawl across his shoulders, with skirt of rough material beneath, and on his feet sandals. A tall man of fine figure, a long black beard and black moustache, clear-cut features, and piercing eyes, he at once commanded attention. His personality was magnetic, and throughout his address there was a dead silence in the church, while his simple eloquence moved many women to tears. Outside the church several hundred women waited to catch a glimpse of the Sadhu as he departed.

STRAITS STEAMSHIP COMPANY.

The announcement of the Straits Steamship Company of its intention to increase the authorised capital of the Company to ten millions and the issued and fully paid to \$4,425,000 did not come as a surprise, says the Free Press. The objects of the scheme are set forth fairly, to give the shareholders in the form of a marketable security a portion of the accumulated funds of the Company. This form of bonus share is quite common, although it sometimes excites criticism. Such an instance was the Shell Company, which Lord Midleton in the House of Lords instanced as a company which, owing to the exceptionally favourable conditions of their business, might come under a higher form of taxation. Later on the noble Lord explained to the House that the bonus shares in the Shell Company had accumulated, not out of profits, but from premiums paid by shareholders on the previous issues of shares. Bonus shares issued on that basis are different from bonus shares issued from accumulations from the self-denial of shareholders or the writing up of the book value of the properties.

The season dragged on to its close in May, 1894, with an occasional stroke of good luck, which only served, however, to intensify the feeling of despondency caused by the discouraging character of the general results.

Daly, with his company, returned to New York, leaving as his representative Mr. Richard Dorsey. After a brief interval the theatre passed into the possession of George Edwardes, who arranged as his initial venture to transfer to it a musical comedy entitled "A Gaiety Girl," then on the flood-tide of success at the Prince of Wales'.

It proved the precursor of a long line of popular pieces of a like order, including "The Geisha," "San Toy," "The Greek Slave," "A Country Girl," "The Cingales," "The Little Michus," and "The Merveilleuses."

On an average each enjoyed a run of eighteen months, a quite remarkable record. Fortune, however, did not always smile upon his efforts, and had it not been for the triumph, financial and artistic, of "The Merry Widow," produced at Daly's in June, 1907, something very like disaster must have followed. Nor was the position much more favourable at the time of Mr. Edwardes' death.

But, as Mr. Everett has more than once related publicly, the immediate and emphatic success of "The Maid of the Mountains" quickly reversed the situation, bringing to Daly's and all interested in it a period of prosperity unequalled in the history of the theatre, and surpassed in only one instance by any other management producing musical plays.

ANATOMY OF DRINK.

CURIOUS TESTS—THE TYPIST AND THE GLASS OF PORT.

A FEW POINTS.

I do not know what Dr. Johnson would have said to his namesake of "Pussycat" terminology, but we knew what he did say to Sir John Hawkins: "A tavern chair, sir, is the throne of human felicity."

Without going so far as that, writes J. A. Kilpatrick in a home paper, I think a good word can be put in on behalf of the tavern, and the true line of temperance reform upon which the soundest reformers are agreed—is that the public house ought to be rescued from the condition into which it has fallen, and converted into a place of general refreshment rather than a mere drinking saloon.

THE APPETISING COCKTAIL.

Whatever the new Liquor Control Authority may do, however, in the way of diminishing restrictions upon the drink traffic and improving the conditions of sale, one thing is certain—there will be no encouragement of drinking in the early hours of the day or before meals.

I am not quite sure whether this applies to the prelunchcocktail—though Lord D'Aberton, I know, is against it—but I have been examining some very curious tests of the effect of drinking alcohol before meals. These were carried out under the auspices of the Medical Research Committee, and will convince the hardest drinker that the promiscuous consumption of alcohol on an empty stomach is bad alike for health and efficiency in work.

These experiments were not undertaken for teetotal propaganda, but for scientific knowledge, and certain typists appear to have lent themselves quite readily to the pleasant sensations involved in the fine, careless rapture of a glass of port or claret before, at, or after lunch. Tests were also made with brandy, whisky, and sherry. The general result, over periods of several weeks, was that, if taken after food, the effect upon work was almost negligible, while, if consumed before the meal, the slight exhilaration temporarily quickened the speed of typing but doubled the number of errors.

Some of the subjects experimented with were more susceptible to alcoholic influence than others; but, generally speaking, port appeared to be less effective than claret. I do not know whether this comparative immunity from the intoxicating effect of port is hereditary from our hard-drinking ancestors—those three bottle men who drank themselves comfortably to sleep after dinner—or whether in itself this noble wine possesses some quality which diminishes absorption of the alcohol. Stout, I believe, has something of the same lesser effectiveness as compared with whisky. But, on the whole, there is very little difference in the influence of one liquor as compared with another when the same quantity of alcohol is present in each.

It is a curious fact, however, that when alcohol is diluted it is less intoxicating than an equal quantity in strong solution: yet water, after absorption, stimulates the absorption of alcohol and "causes a rapid and intense intoxication from which recovery appears to be quicker than normal."

WHEN INTOXICATION IS REACHED.

I asked a well-known doctor the other day if he had any idea of the amount of alcohol necessary to intoxicate the average man. As a member of a committee which has been investigating the action of alcohol he was able to tell me that in the normal man of ten stones in weight intoxication will be produced by a dose of 3½ oz. of absolute alcohol, that is, a gill and a half of proof whisky, or just over four pints of beer.

Of course, men differ greatly in susceptibility. With habit a certain tolerance can be acquired, and instances are known of habitual drinkers who could consume two pints of proof whisky daily. Medical men, however, declare that a pint and a half of proof whisky (equal to over two gallons of beer) would be a fatal dose for the average man.

Milk is declared to be the best foodstuff for diminishing the effects of alcohol; meat and cheese are, I am surprised to learn, less absorbent in their action. But all the evidence of the Research Committee goes to show that drink without food is pernicious, and upon that foundation I anticipate that the new Liquor Control Authority will endeavour to cultivate feeding in public houses, to discourage drinking before meals, and to stimulate temperance by directing public taste towards the lighter wines and beer.

And so we come back once more to the good, pure, amber ale of Borrow, the "true and proper drink of Englishmen."

TAKE CARE OF YOURSELF.

If you want a clear head and good digestion you must not let your bowels become clogged with poisonous waste from the body, as is always the case—when you become constipated. Proper food, an abundance of water and plenty of outdoor exercise should keep you in trim. When that fails you should take Chamberlain's Laxative. They cause a gentle movement of the bowel—and are easy to digest and pleasant to take. For sale by all Chemists and Storeskeepers.

GREAT SHIPPING DEAL.

"HEAD AND LORD LINES"
SOLD FOR £3,000,000.

It was officially announced during March that the sale of the controlling interest in the Ulster Steamship Co., Ltd., to a London syndicate has been concluded, but the management of the steamers of the "Head Line" and the "Lord Line" Fleets will remain with Messrs. G. Heyn and Sons, the managing owners, as heretofore, and the present services of the company will be maintained.

The purchase price is approximately three million sterling. The Ulster Steamship Co., Ltd., was established by the present managers in 1877 with a capital of £100,000, which has been gradually increased, and is now £1,000,000, with £600,000 paid up, part of which has been from profits and capitalisation of reserves. The company owns thirteen large ocean-going steamships, with several others building. All are engaged in their regular liner trades between the United States, Canada, Continental, and Baltic ports, principally to and from Belfast and Dublin. While the shareholders are to be congratulated on this deal, it is also satisfactory to Belfast people to know that the head offices of the company remain in Belfast under the same management and board of directors, and that the company's fine fleet will continue trading to that port.

The present directors are Mr. A. D. Lemon, J.P., Sir Thomas Dixon, Bart., D.L., Mr. James A. W. Gallagher, Sir Geo. S. Clark, Bart., D.L., Mr. James A. W. Heyn, and Mr. F. L. Heyn, J.P.

The "Head Line" is one of the best equipped of its kind in the United Kingdom, and has long been the premier shipping concern in Ireland. The fleet consists of thirteen steamers, five of which have been completed and delivered by Messrs. Workman, Clark and Co. since 1917. It suffered very heavily in the war through enemy action, no fewer than twelve of the ships being sunk, including some of the largest, notably the Tom Head, the Howth Head, and the Glenarm Head, while that section engaged in the Baltic trade in pre-war days was almost wiped out. Of the fleet of 1914 only the Rathlin Head, the Carrigan Head, the Ramore Head, the Glen Head, and the Fair Head survive. The additions are the five new boats referred to—the Fanad Head, the Melmore Head, the Dunaff Head, the Ballygally Head, the Kembane Head, and the Lord Antrim and the Lord Downshire, purchased from the Irish Shipowners' Co., and the Wicklow Head, purchased from Palgrave Murphy and Co. The company has for some time been working several prize ships that are not included in the deal:

HONGKONG STOCK EXCHANGE.

HONGKONG, 30th APRIL, 1920
OFFICIAL QUOTATIONS.

11 A.M.
STERLING EXCHANGE 4/8t T.T.
Hongkong Banks... \$895 b. ecu sa,
M. & C. BANKERS... \$895 b. ecu sa,
Carter Insurance... \$845 n.
North China Insurance... T. 180 n.
Insurance... \$180 n.
Yangtze Insurance... \$235 n.
Far Eastern... T. 19 n.
Fire INSURANCES.

China Fire Insurance... \$133 n.
Hongkong Fire Insurance... \$300 b.
Surprise.

Douglas... \$82 b.
H. K. Steamboats... \$24 b.
Indo-China (Frot)... \$20 n.
Do. (Del)... \$190 n.
Shell Transports... \$22 b.
Star Ferries... \$34 b.
REFINERIES.

China Sugars... \$220 b. 225 m.
Malabon Sugars... \$41 b.

MINEs.

Kai Lan Mining Adm... 120 b.
Langkawi... T. 17 b.
Shanghai Loans... } T. 17 b.
Shai Explorations... }

Rauh... \$100 n.
Troph Mines... 45 n.
Ural Cospins... 27/5 n.

DOCS.—WHARFS, GODOWNE, &c.

H. K. Wharfs... \$87 b.
H. & W. Docs... \$152 b.
Shai Docks... T. 122 b.
New Engineering... T. 25 n.

LAND, HORSES & BUILDINGS.

Central Estates... \$107 n.
Hongkong Hotels... \$125 b.
Hongkong Lands... \$61 b. 620 m.
Kowloon Lands... \$40 n.
Land Esplanades... \$140 n.
West Points... \$50 b.

COTTONS.

Eco Cottons... T. 655 n.
Kang Ticks... \$7 n.
Lan Kwai Mow... T. 425 n.
Oriental... T. 310 n.
Shanghai Cottons... T. 280 n.
Yangtze... T. 46 n.

MISCELLANEOUS.

Comics... \$7.00 n.

China-Borneos... \$8.00 n.

China Lights Old \$7 & New \$4 b.

China Provident... \$25 b.

Dairy Farms... \$28 b.

H. K. Electric... \$28 b.

Macao Do... \$24 n.

Hongkong Ropes... \$31 n.

Hongkong Tramways... \$6.10 b.

Pearl Tramways (Old)... \$6.10 n.

Do. (New)... \$6.80 n.

Steam Laundries... \$4.00 b.

H. K. Steel Foundry... \$10 n.

Water-boats... \$15 b.

Watsons... \$6.10 n.

Wm. Powells... \$27.5 b.

Wiemans... \$27.5 b.

Take a "WALLA-WALLA" BOAT to your ship. Phone No. 3516.

BANKS.

ASIA BANKING CORPORATION

HONGKONG.

TAKE ADVANTAGE of the High Rates of Exchange and open an interest bearing Gold Dollar or Sterling Account. Withdrawals may be made from such accounts in Local Currency if desired.

Certificates of Deposit issued in Gold Dollars, Sterling and Local Currency.

Letters of Credit issued.

We issue American Bankers Association and Guaranty Trust Company of New York Travellers Checks, payable throughout the World.

HEAD OFFICE:

NEW YORK.

Other Offices in the East:

SHANGHAI TIENSIN MANILA
PEKING HANKOW CANTON
CHANGSHA

EXCHANGE.

Hongkong, April 30, 1920.

On London—
Bank Wire... 4/8t
" On demand... 4/8t
" 30 days sight... 4/8t
" 4 months sight... 4/8t
Credit... 4 months sight... 4/10t
Documentary 4 months sight 4/11t
On Paris—
Bank Wire... 4/8t
" On demand... 4/8t
" 30 days sight... 4/8t
" 4 months sight... 4/8t
Credit... 4 months sight... 4/11t
On New York—
Bank Wire... 918
" On demand... 918
" 30 days sight... 934
On Bombay—
Wire... 306
" On demand... 306
" 30 days sight... 306
On Singapore—
Wire... 903
" On demand... 903
" 30 days sight (private paper)... norm.
On Yokohama—
" On demand... 182
Gold Leaf, 100 fine (per tael)... 30
Borrowers (Bank's buying rate) \$4.20 n.
Silver (per oz.)... 88

SUBSIDIARY COMP.

Hongkong 50 cents sub... 4/5t dis.
1... 4/5t dis.
2... 4/5t dis.
3... 4/5t dis.
Other coins... 5/2 dis.
Bank Silver in Hongkong... 14/4 pm.
Chinese Copper Cash... 5% pm.
Chinese Copper Cents... 5% pm.
Rate of Native Interest... 7% p.a.
Chinese Sub. Coin... 5% dis.
Hongkong Sub. Coin... 4/2 dis.

BOWEL COMPLAINT IN CHILDREN.

During the summer months children are subject to disorders of the bowels and should receive the most careful attention. As soon as any unusual looseness of the bowels is noticed Chamberlain's Colic and Diarrhoea Remedy should be given. For sale by all Chemists and Storekeepers.

NOTICE.

PEAR TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEKLY DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.30 p.m. Every 15 minutes.

12.30 p.m. to 2.30 p.m. Every 15 minutes.

2.30 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CAR.

8.00 p.m. to 9.30 p.m. Every 10 minutes.

9.30 p.m. to 11.30 p.m. Every 30 minutes.

11.30 p.m. to midnight.

SATURDAYS.

EXTRA CAR—13 midnight.

SUNDAY.

7.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.30 a.m. Every 15 minutes.

11.30 a.m. to 12.30 noon. Every 15 minutes.

12.30 noon to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 3.30 p.m. Every 15 minutes.

3.30 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 8.30 p.m. Every 15 minutes.

8.30 p.m. to 10.00 p.m. Every 10 minutes.

NIGHT CAR—on Week Days.

SPECIAL CAR by arrangement at the Company's Office, Alexandra Building, Des Voeux Road Central.

Season and public holidays available for all cars, not already full running at the time of booking.

Letters of credit on the Branches and Correspondents in the East on the Continent, in Great Britain, America, and Australia, and transact business of every description.

For payment therefor has been made in Bank Notes or by Cheque or Countermand order remitting Bank Notes.

JOHN D. HUMPHREY & SON, General Managers.

Hongkong, Sept. 30, 1918.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL... \$15,000,000

RESERVE FUNDS... \$1,500,000

SILVER... \$82,000,000

PROVISIONS... \$15,000,000

PROVISIONS... \$15,000,000

COVERS... \$15,000,000

